

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CSX TRAIN DERAILMENT

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AUGUST 20, 2012

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Docket No.: DCA-12-MR-009

ELLICOTT CITY, MARYLAND

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Interview of: TIMOTHY FISHER

Engineer Trainee, CSXT

Friday,
August 24, 2012

The above-captioned matter convened, pursuant to notice.

BEFORE: RUBEN PAYAN
Accident Investigator

APPEARANCES:

RUBEN PAYAN, Accident Investigator,
Accident Investigator
National Transportation Safety Board
490 L'Enfant Plaza East, SW
Washington, DC 20594
[REDACTED]

WAYNE WIGGINS, Trainmaster
CSX Transportation

PATRICK BOYD, Inspector
Operating Practices
Federal Railroad Administration
Baltimore, Maryland

JASON TALLEY, Railroad Safety Inspector
Operating Practices
Federal Railroad Administration
Baltimore, Maryland

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I N T E R V I E W

(10:17 a.m.)

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2
3 MR. PAYAN: All right, it is 10:17, and today is Friday,
4 August 24th, 2012. We are in Ellicott City, Maryland holding
5 interviews with regards to the CSX train derailment that occurred
6 on Monday, August 20th at 11:56 p.m. The NTSB accident number is
7 DCA-12-MR-009. My name is Ruben Payan, one of the investigators
8 for the National Transportation Safety Board. And we'll go around
9 the room and introduce everybody.

10 MR. WIGGINS: Wayne Wiggins, Trainmaster, CSX.

11 MR. BOYD: Patrick Boyd, FRA, Baltimore, Maryland.

12 MR. TALLEY: Jason Talley, FRA, Operating Practices,
13 Baltimore, Maryland.

14 MR. PAYAN: All right. And can you give us your name,
15 and please spell your last name for us, and your title?

16 MR. FISHER: Timothy Fisher, F-I-S-H-E-R, Engineer
17 Trainee out of Cumberland, Maryland.

18 MR. PAYAN: Very good.

INTERVIEW OF TIMOTHY FISHER

19
20 BY MR. PAYAN:

21 Q. All right. We're going to start off by asking you to --
22 if you can kind of walk us through on the day of the accident,
23 Monday, August 20th, from the time you went on duty and kind of
24 take us all the way up to the accident. And then after that,
25 we'll have some boilerplate stuff we'll have to ask you.

1 A. Okay. Called for 1600. I think it was 1600. I'm not
2 sure now.

3 Q. That's fine. It's --

4 A. I know we waited for an hour for the train in the
5 caller's office, for it to get there, and we got it at Vine
6 Street. Got on the engine and started heading east to Baltimore.
7 Went the Old Main Line. We stopped once, waited for a -- I think
8 it was a rail train. And then after we continued from the rail
9 train, went down to Ellicott City and the train went in emergency.
10 Called emergency on the radio. Conductor went back and found cars
11 on the ground.

12 Q. Okay, very good. Now, let's -- if we could start from
13 the beginning again. You got called at -- what time did they call
14 you for work?

15 A. I think it was 1600.

16 Q. Your train was due at 1600. What time did they notify
17 you to report to duty?

18 A. 1600.

19 Q. 1600?

20 A. Yeah.

21 Q. And what time did you leave your home?

22 A. Probably 2 hours before that, so --

23 Q. Okay. So when were you notified to go --

24 A. You mean the first time you get your call?

25 Q. Yes.

1 A. We get a 3-hour call, so --

2 Q. Okay. So that'd be 1300?

3 A. Yeah.

4 Q. Okay. And what time did you depart your home?

5 A. Probably about 1200 -- or 1400, because it takes me
6 about an hour and a half to get to work.

7 Q. An hour and a half?

8 A. Yeah.

9 Q. Okay. And then you reported to the Cumberland --

10 A. Caller's office, yeah.

11 Q. Okay. And then from there, how do you get to your
12 train?

13 A. We got our orders and got in the van and went over to
14 Vine Street to meet the train.

15 Q. Okay. And how far of a drive is that?

16 A. I don't know. Half a mile, quarter mile.

17 Q. Okay. It's pretty much close to the yard then?

18 A. Yeah.

19 Q. Okay. And you departed Cumberland. What were the
20 weather conditions like?

21 A. It was clear, sunny.

22 Q. No visibility problem, no fog?

23 A. No, uh-uh.

24 Q. Okay. And your train, everything was already done on
25 it, the air brake test, everything?

1 A. Yes.

2 Q. Did you do any inspection of your train?

3 A. We checked the logbook to make sure it was updated,
4 so --

5 Q. Okay.

6 A. And I signed the logbook.

7 Q. Okay. So everything -- the daily, the brake tests,
8 everything had already been done?

9 A. Yes.

10 Q. Okay. And when you left, how would you describe the
11 train operations?

12 A. They operated good. The brakes worked good on it and
13 the dynamics were good on it and the power was good on it. So it
14 was a good train.

15 Q. Was it? Okay. How many locomotives did it have?

16 A. Two.

17 Q. Two locomotives? Okay. Did you make any drop-offs or
18 pick-ups along the way?

19 A. No, uh-uh.

20 Q. No? Okay. And coming up on Ellicott City, what signals
21 were you operating under?

22 A. Clear.

23 Q. Clear?

24 A. Um-hum.

25 Q. How far back do you recall clears? How many signals

1 about?

2 A. The only bad signal we got would have been when we had
3 to wait for that rail train at Mt. Airy there.

4 Q. Okay. So, after that, everything was clear?

5 A. Yes.

6 Q. Uh-huh, clear. Okay. And what was your operating speed
7 coming up on -- through Ellicott City?

8 A. Twenty-five.

9 Q. Twenty-five? Okay. Defect detectors, do you recall
10 defect detectors coming up?

11 A. Yes. They all came up. They were good.

12 Q. What kind were they?

13 A. You mean the defect detectors?

14 Q. Yes, the -- hot box, dragging?

15 A. Yeah, they were hot box and dragging.

16 Q. They were hot box?

17 A. Um-hum.

18 Q. Okay. And they all -- no defects or anything?

19 A. No, no defects.

20 Q. Okay. Now, coming up on Ellicott City, it was already
21 nighttime?

22 A. Yes.

23 Q. Was it -- any kind of street lighting? Was it dark?
24 Could you see?

25 A. Well, yeah, there are streetlights right there at

1 Ellicott City. It always lights it up a little bit, you know,
2 before you come right into it.

3 Q. Um-hum. Okay. And you recall seeing anybody out there
4 or --

5 A. No, there was -- I didn't see anybody.

6 Q. Okay. And after you went over the bridge, you said your
7 train went to emergency.

8 A. Yes.

9 Q. How did you know it was emergency?

10 A. Well, the train line broke and the computer showed
11 zeros, plus you hear the air blowing, so --

12 Q. Okay, you heard it first, and then you started slowing
13 down or --

14 A. Yes.

15 Q. Okay. And then what did you do as the train was slowing
16 down?

17 A. Well, I think when the engine was stopping, because it
18 stopped pretty quick -- I mean, I'd say probably five car lengths,
19 we came to a stop, so --

20 Q. And what throttle were you in? Do you recall?

21 A. I think I was in dynamic.

22 Q. Okay. Is it downhill through there, through that area?

23 A. Yeah. It sort of pushes you and runs on you in here as
24 you're coming in there, so you use a little bit of dynamic coming
25 in there, so --

1 Q. Okay. Did you have a heavy train? Is that considered a
2 heavy train?

3 A. Yeah. 9,000 ton, that's pretty heavy. It's a coal
4 train, so --

5 Q. Okay. So you were already in dynamic --

6 A. Um-hum.

7 Q. -- and keeping it -- what was your speed again?

8 A. Twenty-four there.

9 Q. Twenty-four through there?

10 A. Um-hum.

11 Q. Okay. And then you went into emergency. What did you
12 do afterwards when you stopped?

13 A. We called the dispatcher -- well, I called "Emergency,
14 Emergency" on the radio, and then we contacted dispatch after they
15 had went back and seen the cars on the ground.

16 Q. Back up a little bit. As your train came to a stop --

17 A. Yes?

18 Q. -- what did you do then?

19 A. Called emergency on the radio and --

20 Q. Notified the dispatcher that --

21 A. Yes.

22 Q. Okay.

23 A. And then the conductor got his stuff on and went back to
24 -- went to the train to see what happened.

25 Q. Okay. Did the dispatcher respond?

1 A. Yes. Yeah.

2 Q. What were his instructions?

3 A. Well, he said, do you know what it is? And we said, no,
4 we don't know what it is yet; the conductor hasn't went back yet.
5 He said, well, when you find out, let us know. So --

6 Q. Okay, okay. And while you waited for the conductor, how
7 long was that?

8 A. Well, it wasn't long till he got back there to see. I'd
9 probably -- I don't know, 5 minutes.

10 Q. Five minutes? Okay. And then what was --

11 A. Because he usually always wears his vest and radio.
12 He's usually ready to go.

13 Q. Um-hum. Okay.

14 A. I think he went down and took an air hose or a wrench
15 with him and --

16 Q. Do you recall what side he walked down?

17 A. He walked down the engineer's side.

18 Q. Engineer's side? Okay. Were there any people around
19 once you stopped, when you came to a stop?

20 A. Yes. Yeah, there was a lot of people that came out.

21 Q. Where were they?

22 A. They were on the engineer's side there by that caboose
23 that was parked there.

24 Q. Okay. On the old station side?

25 A. Um-hum.

1 Q. Okay. Did you have a conversation with anybody?

2 A. No. I never left the engine. I stayed up on there.

3 Q. Okay. So you just saw them on the ground?

4 A. Yeah.

5 Q. Okay. Did anybody come up to the engine?

6 A. No, uh-uh.

7 Q. Okay. And did the -- once the conductor told you
8 something had happened, did he radio or did he walk back to you?

9 A. He radioed it first -- well, he radioed first up to the
10 cab, you know, to Cory that he should come back. Whenever Cory
11 went back and seen it, then he came back up to the head end and
12 called the dispatcher.

13 Q. Did you know why he wanted the engineer back there?

14 A. Well, I just think he was kind of shocked, you know,
15 about, you know, all the cars laying over, so --

16 Q. Oh. Oh, so he did tell you it was a derailment?

17 A. Yeah.

18 Q. You did know that already?

19 A. Yeah. Well, I knew it when Cory up and told me.

20 Q. Oh, not when the engineer requested the -- not when the
21 conductor requested the engineer?

22 A. No.

23 Q. I see. Okay. Okay, and then the engineer walked back
24 to the front, to the lead?

25 A. Yeah.

1 Q. And then what happened?

2 A. He got on, called the dispatcher, and that's when he
3 told me that, you know, we had cars on the ground.

4 Q. Okay. What did he -- how did he report it to the
5 dispatcher?

6 A. Well, he just called the dispatcher up and he told him
7 that we had cars on the ground, that somebody had told him, you
8 know, that we had cars over the bridge, you know, and he said you
9 need to get people out here right away.

10 Q. Okay. And then what happened?

11 A. I just sat up there and waited, you know. We just
12 waited for people to show up.

13 Q. Okay. About --

14 A. And the conductor, he finished walking the train.

15 Q. Okay. Did he check in periodically while he was there?

16 A. Yeah.

17 Q. What was he reporting?

18 A. Reporting, you know, that there was cars down over the
19 bank, you know, there were some down in the parking lot.

20 Q. Okay. From the time that your engineer was back in the
21 lead talking to the dispatcher, how much time would you estimate
22 until you saw sirens and lights, emergency responders showing up?

23 A. It was pretty quick. I'd say probably 5 minutes --

24 Q. Okay.

25 A. -- when the fire -- I seen the first lights from the

1 fire trucks flashing. It was pretty quick. I don't know how they
2 got there that quick, but --

3 Q. Yeah.

4 A. -- it was quick.

5 Q. So you say pretty quick? Okay. And about CSX
6 officials, how long -- when did they start showing up?

7 A. That I'm not really sure. I'd say -- I have no idea.

8 Q. No?

9 A. I mean, I could hear them on the radio, but I didn't
10 actually see them so I can't really tell you.

11 Q. Did any of the emergency responders come up and ask you
12 about your train?

13 A. Yeah, they asked for our paperwork, the fire department.

14 Q. Do you recall who it was?

15 A. Just somebody on the fire department.

16 Q. They got up on the engine?

17 A. No, they were there at that fence that they have.

18 Q. Okay, from the street?

19 A. Yeah.

20 Q. Okay. And he had his uniform and everything? You
21 knew --

22 A. Yeah, he had fire -- yeah.

23 Q. There was no question he was --

24 A. Oh, yeah, there was no question who he was.

25 Q. Okay. And what did he ask you for?

1 A. The paperwork to see what we were hauling.

2 Q. Okay. And who gave him that?

3 A. I think the engineer. Yeah, he stuck it -- he told us
4 to stick it in a bag and we took it down and gave it to him in a
5 bag.

6 Q. Okay. Do you -- any further conversation with him?

7 A. No.

8 Q. Okay. What happened then?

9 A. I sat on the engine for a while and -- you know, I never
10 left the engine, so I -- you know, I didn't really get to see or
11 do anything. I just sort of sat up there on the engine. After
12 the one official came up, I did go back to the second engine and
13 isolate it and tie the engines down, and that was it. I went back
14 up to the head end and I just sat on the train.

15 Q. Okay. When did the conductor return to the head end?
16 Or, did he return to the head end?

17 A. Yeah, he returned, but it was a long time. I mean, he
18 was back there with Wright and Durden and them, so --

19 Q. Was this --

20 A. -- or somebody was back there with him.

21 Q. Was this before or after you tied the second engine
22 down?

23 A. I don't know. I'm not sure. I can't really say.

24 Q. Okay. And then what happened?

25 A. We waited on the head end until somebody came up to

1 download the camera in the engine.

2 Q. Okay. And so you witnessed it? You were there while
3 they did that?

4 A. The download? Yeah, um-hum.

5 Q. Okay. And did they talk to you? I mean, did they tell
6 you what happened, what was going on or anything?

7 A. Yeah, somebody, later on, had come back up. I don't
8 know if it was before we seen the download or after. Well, it was
9 before we seen the download. And he said that there was two
10 fatalities and we were like, you know, where at? And then they
11 told us that it was on the bridge, and I'm like we never seen
12 anybody on the bridge. So --

13 Q. So they knew there was -- pretty quick that there were
14 some fatalities?

15 A. Somebody did. I don't know who, you know, it was.

16 Q. You didn't know until they told you?

17 A. Yeah, I didn't know.

18 Q. No?

19 A. No, I had no idea.

20 Q. Do you recall who took you off the engines?

21 A. I think it was Reggie Durden took us off.

22 Q. What's his title, just out of curiosity?

23 A. I don't know what his title is now.

24 MR. FISHER: What is it?

25 MR. WIGGINS: Assistant Division Manager.

1 BY MR. PAYAN:

2 Q. Okay, okay. And he's the one who took you to the
3 hospital?

4 A. No, that was the trainmaster from Brunswick that took us
5 to the hospital --

6 Q. Okay.

7 A. -- but we followed Reggie there.

8 Q. Okay, okay. And do you recall about what time that was
9 when you showed up for your -- to provide samples?

10 A. I think we left Ellicott City about around 3:30.

11 Q. 3:30? Okay. And -- to the hospital?

12 A. Yeah.

13 Q. And do you recall which hospital that was?

14 A. Howard County.

15 Q. Howard County General?

16 A. Yeah.

17 Q. Okay. And when did you provide samples?

18 A. Time?

19 Q. Timewise, estimate.

20 A. 4:30.

21 Q. 4:30? Okay.

22 A. Because we were there till like 6.

23 Q. At the hospital?

24 A. Yeah.

25 Q. Okay.

- 1 A. 6 in the morning.
- 2 Q. Were you injured? Any injuries?
- 3 A. No, uh-uh.
- 4 Q. No? And after the hospital, where were you taken?
- 5 A. Cumberland, back to the caller's.
- 6 Q. And then released or --
- 7 A. Yeah.
- 8 Q. So you went home after that?
- 9 A. Um-hum.
- 10 Q. Okay. Now, through this area, about -- if you had to
11 estimate, about how many times do you think you've been on this
12 line?
- 13 A. I'd say probably 25, 20.
- 14 Q. Twenty-five?
- 15 A. Uh-huh.
- 16 Q. In both directions?
- 17 A. Um-hum, yeah.
- 18 Q. Okay. And from your experience, I mean, would you say,
19 as far as seeing people around the track or on the track, is there
20 a tendency for -- have you seen more people in the Ellicott City
21 area or is it pretty much standard for the whole line about what
22 you see?
- 23 A. Yeah, it's pretty much standard for the whole line.
- 24 Q. Pretty much the same? Do you usually run into people on
25 or about the track?

1 A. Around Ellicott City?

2 Q. Anywhere on the Old Main Line.

3 A. Oh, yeah, you -- you know, about every trip, you run
4 into somebody.

5 Q. And what's the CSX policy when you're operating the
6 train and you see somebody on the tracks?

7 A. Blow the horn and ring the bell.

8 Q. Okay. Now, as far as signals, do you call every signal
9 on the radio?

10 A. Yeah.

11 Q. Okay. Clear or --

12 A. Or what they are.

13 Q. -- anything?

14 A. Approach, yeah.

15 MR. PAYAN: Okay. All right, I'm going to turn it over.
16 Pat, any questions?

17 BY MR. BOYD:

18 Q. Yeah, my name is Pat Boyd with the FRA. Just a couple
19 of questions. I don't have a lot. Have you ever been involved in
20 a train accident before?

21 A. No.

22 Q. How long have you been operating as a trainee?

23 A. Since the beginning of April.

24 Q. Have you ever had any discipline since you've been
25 operating as a trainee?

1 A. No.

2 Q. Have you ever had any commendations for your
3 performance?

4 A. No.

5 Q. Were you -- at the time of this derailment, did you have
6 a personal cell phone on you?

7 A. No.

8 Q. In your opinion, what do you feel caused this accident?

9 A. I have no idea.

10 Q. That's fair. Since you've been involved in this -- and
11 you were actually the engineer operating the train, correct?

12 A. Yes.

13 Q. Would this affect your -- will you be able to keep your
14 mind on what you're doing without being distracted? Will this be
15 a distraction towards you performing your safety-related duties in
16 the future?

17 A. No, I don't think.

18 Q. Okay. That's fair. Before you took this assignment,
19 were you rested prior to coming? Do you remember when your last
20 time you worked before you worked this assignment?

21 A. Yes, I was fully rested for this.

22 Q. Good. Good deal.

23 A. Yeah.

24 Q. Okay.

25 MR. BOYD: I have no more questions at this time. I

1 would like to turn it over to my partner so that he can ask a few
2 questions.

3 BY MR. TALLEY:

4 Q. I'm Jason TALLEY. I'm the FRA Safety Inspector,
5 Operational Practices, in Baltimore. Could you give me a brief
6 background of your CSX employment?

7 A. Eight years as a conductor on the pike, and then, in
8 March, I went to engineer training school.

9 Q. And you said you've done 25 times going down the
10 Ellicott City run?

11 A. Yeah.

12 Q. What -- describe your professional relationship with the
13 conductor and the engineer.

14 A. That was the first time I ever worked with the
15 conductor, so I can't really tell you too much about the
16 conductor.

17 Q. What about the engineer?

18 A. The engineer, I was with him one trip before.

19 Q. Okay. Now, as a conductor, how many times have you gone
20 down the line?

21 A. As a conductor? None.

22 Q. None. Just 25 times as a engine -- a trainee?

23 A. As a trainee, yeah.

24 Q. Now, you don't have a certification yet for the
25 engineering training, do you?

1 A. No.

2 Q. No. Did you observe or see any other crew members
3 possibly have a cell phone with them?

4 A. No.

5 MR. TALLEY: That's all I have.

6 MR. PAYAN: Mr. Wiggins?

7 MR. WIGGINS: No questions.

8 BY MR. PAYAN:

9 Q. All right. We have some boilerplate stuff, just kind of
10 background, and we'll get to those real quick. Can you kind of
11 describe from -- and give us your -- from the time you were hired
12 with CSX, walk us through all the positions you had up to your
13 current position and when you started that?

14 A. The only other position I had was a conductor as a -- on
15 the pike.

16 Q. Okay, when did you hire out? What's your hire --

17 A. 2004.

18 Q. 2004?

19 A. Um-hum.

20 Q. And -- well, I guess they didn't have certification
21 back then. So when were you promoted to conductor?

22 A. I forget how long a period it was. I don't know.

23 Q. No? When did you start your trainee, engineer trainee?

24 A. Well, like I said, I went to school in March, so --

25 Q. In March of --

1 A. The beginning of March.

2 Q. -- this year?

3 A. Yeah.

4 Q. Okay. And then -- you've been an engineer trainee since
5 then of -- what is it, classroom, OJT?

6 A. Yeah, you spend a month in Jacksonville.

7 Q. Okay.

8 A. Or not Jacksonville, but Atlanta.

9 Q. Um-hum. And then -- you went to that and then you've
10 been out on OJT?

11 A. Yeah.

12 Q. Okay. And then that's your current position, engineer
13 trainee?

14 A. Yes.

15 Q. Okay. Now, with regards to your work/rest history,
16 we're going to try and go back. I know it's been a week, but if
17 you can remember from the Friday before the accident, more or
18 less, Friday. What time did you get off duty?

19 A. On Friday?

20 Q. On Friday.

21 A. I have no idea.

22 Q. Okay, how about Saturday? Do you remember what you --
23 what time you got up, or were you on duty in the morning?

24 A. I think I got in on Saturday --

25 Q. Okay.

1 A. -- and I think I took my rest day on Sunday, and then I
2 was called out Monday for this -- Monday evening for the coal
3 train.

4 Q. So let's go back to Saturday. You were returning
5 from --

6 A. A trip.

7 Q. -- from Baltimore?

8 A. Yeah.

9 Q. Okay. And you got in, in the morning or night,
10 afternoon?

11 A. Yeah, it was early in the morning.

12 Q. Okay, and when you got in, what did you do? Did you go
13 home? Went to --

14 A. Yeah, I went home.

15 Q. This is Saturday. Did you stay up?

16 A. No, uh-uh.

17 Q. You went to bed?

18 A. Yeah.

19 Q. Okay. And how long did you sleep about?

20 A. Probably till 11 or 12.

21 Q. A.M., p.m.?

22 A. A.M., till noon.

23 Q. Okay. And then from noon, afternoon, what did you do
24 Saturday? I mean, not specific. Did you stay up? Did you stay
25 local in your house and --

1 A. Yeah, I just did stuff around the house.

2 Q. Okay. And you went to bed at what time Saturday? Or,
3 was it Saturday?

4 A. Probably 9:00, 9:30.

5 Q. 9:30 p.m.? And Sunday, what time did you get up?

6 A. I don't know. The kids usually have me up early, so 7.

7 Q. 7? Okay. And you went to bed Sunday -- or did you go
8 to bed?

9 A. Yeah.

10 Q. What time?

11 A. Probably the same, 9, 9:30.

12 Q. 9, 9:30? Okay. Okay, and then so -- that brings us to
13 Monday. What time did you get up?

14 A. Probably about 7.

15 Q. Okay. And you stayed up till you -- the whole day?

16 A. No, I took a nap around 10:30.

17 Q. A.M.?

18 A. Yeah --

19 Q. Okay.

20 A. -- till noon.

21 Q. Till noon?

22 A. Because I seen they were going to call the train, so --

23 Q. Okay. So you knew you -- Sunday was your off day --

24 A. Um-hum.

25 Q. -- and Monday you knew you were getting called? Okay.

1 And I think you already covered what time you got called. See if
2 I have anything else here. I think that's all I have. Are you in
3 good health?

4 A. Yeah.

5 Q. Any medication you're taking?

6 A. For diabetic.

7 Q. Diabetic? Okay.

8 MR. PAYAN: Is there anything else, Mr. Wiggins?

9 MR. WIGGINS: No, I'm good.

10 MR. PAYAN: Pat?

11 MR. BOYD: At this time, no.

12 MR. PAYAN: Jason?

13 MR. TALLEY: I've just got maybe one or two more.

14 MR. PAYAN: Okay.

15 BY MR. TALLEY:

16 Q. Do you recall having a safety briefing with the crew
17 before you left?

18 A. At the caller's? Yes.

19 Q. Do you recall anything unusual about a safety briefing
20 or --

21 A. No. We were just talking about the signal suspension
22 they had over the weekend.

23 Q. Okay. So there was no slow orders or anything that --

24 A. No. No, no slow orders.

25 Q. Okay.

1 A. They were the same as they were the last trip I took up
2 through there, so --

3 Q. Okay. How's the lighting on that bridge? When you came
4 through, were you looking to see if anybody was -- I guess, I've
5 got kind of a generic map, but there's the old station and there's
6 the bridge. You guys were coming --

7 A. Right, this way.

8 Q. -- this way and there's a house and a parking -- was the
9 lighting good on the bridge? I mean, could you see?

10 A. Well, they have streetlights here, so, yeah, it lights
11 up over this area as soon as you're coming into it, so --

12 Q. Okay. So the lighting's pretty well lit over there?

13 A. Yeah. You can see pretty good.

14 Q. And you said -- I guess you stopped right here. There
15 was a caboose in a parking lot. How many people did you say were
16 in that parking lot?

17 A. Fifteen, 10, 15.

18 Q. None of them approached?

19 A. No, they were just standing out there in the parking
20 lot. Where they came out of I don't know or where they came from.

21 Q. None of them were yelling or you don't recall anything?

22 A. Uh-uh.

23 MR. TALLEY: Okay. That's all I have.

24 MR. PAYAN: All right. I think that's all the questions
25 we have, but before we end, I always like to give the person being

1 interviewed an opportunity if you want to say anything. Did we
2 miss anything that you think is important? Did you see anything
3 that we might consider -- want to look into that you think is
4 important? Basically your chance to clarify or steer us if you
5 think we missed anything.

6 MR. FISHER: I don't know what it would be. I mean, you
7 know, we never seen anything, so --

8 MR. PAYAN: No, I understand. All right. Well, with
9 that in mind, again, I thank you for coming in and taking the
10 time. We do appreciate it. I'm going to give you my business
11 card and if you feel at any time you have any information, give me
12 a call.

13 MR. FISHER: Okay.

14 MR. PAYAN: All right?

15 MR. FISHER: Yeah.

16 MR. PAYAN: It is 10:45, and the interview is over.
17 Thank you very much.

18 (Whereupon, at 10:45 a.m., the interview was concluded.)
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CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: CSX TRAIN DERAILMENT
AUGUST 20, 2012
ELLICOTT CITY, MARYLAND
Interview of Timothy Fisher

DOCKET NUMBER: DCA-12-MR-009

PLACE: Ellicott City, Maryland

DATE: August 24, 2012

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.

Karen M. Galvez
Transcriber